

Message Text

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ACTION IO-14

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FM AMCONSUL MONTREAL
TO SECSTATE WASHDC 638
INFO AMEMBASSY COPENHAGEN

UNCLAS MONTREAL 1179

FROM USREP DOWNS/ICAO

E.O. 11652: NA
TAGS: PORG, EAIR, ICAO, OCON
SUBJECT: DANISH INITIATIVE RE JOINT FINANCING

1. AUSTRALIAN REPRESENTATIVE, AS CHAIRMAN OF JOINT SUPPORT CTE,
MET WITH CRONE-LEVIN, WHO WAS IN MONTREAL FOR SECOND MEETING
OF ICAO NORTH ATLANTIC CROSSINGS PANEL. BELOW IS VERBATIM TEXT OF
AUSTRALIAN REP'S MEMO.

2. QUOTE: 1. MR. CRONE-LEVIN APPROACHED ME THIS MORNING AND AT HIS
REQUEST WE DISCUSSED THE ABOVE

-- MR. CRONE-LEVIN HAS BEEN ASKED TO ADVISE HIS GOVERNMENT AS TO
HOW TO OVERCOME THE EXISTING IMPASSE BETWEEN THE CONTRACTING
GOVERNMENTS AND DENMARK

-- I WAS APPROACHED AS CHAIRMAN OF THE JOINT SUPPORT COMMITTEE.

2. MR. CRONE-LEVIN IS SUGGESTING THAT THE DANISH JOINT FINANCING
AGREEMENT SHOULD BE REVISED

-- BOTH IN TEXT AND ANNEXES
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-- IN A MANNER WHICH IS SUPPLEMENTARY TO USER CHARGES LEVIED BY
DENMARK WHERE "SUPPLEMENTARY" APPEARS TO BE COVERING THAT AREA WHICH
IS OUTSIDE GREENLAND'S FIRS.

3. THIS IS NOT INTENDED TO AUTOMATICALLY LEAD TO A REVISION OF THE
ICELAND JOINT FINANCING AGREEMENT WHICH MR. CRONE-LEVIN THOUGH WAS

SATISFACTORY TO ALL CONCERNED.

4. MR. CRONE-LEVIN RECOGNIZED THE PROBLEMS CAUSED BY THE WMO/ICAO OPERATING AGREEMENT ON THE ONE HAND AND THE FACT THAT AVIATION THROUGH ICAO IS FINANCING METEOROLOGICAL SERVICES ON THE OTHER.

5. MR. CRONE-LEVIN WAS SURPRISED BY THE ADVERSE REACTION TO HIS EARLIER SUGGESTED COMPROMISE

-- I TOLD MR. CRONE-LEVIN THAT AS I SAW IT THE MAJORITY OF STATES EXPECTED SOME FINANCIAL ADJUSTMENT IN 1979 AND IN ANY EVENT THOUGHT THAT THE AGREEMENT IS RATHER ILL-BALANCED WHEREVER THERE IS A DISAGREEMENT.

6. MR. CRONE-LEVIN THOUGHT THAT DENMARK AS THE SOVEREIGN STATE SHOULD RETAIN WHAT AMOUNTS TO A POWER OF VETO (MY WORDS) BY DENMARK, BUT I SAID THAT IN ANY REVISION OF THE AGREEMENT HE COULD BE QUITE SURE THAT THE CONTRACTING GOVERNMENT WOULD WANT A SAY IN ANY FINAL DECISION FOLLOWING DISAGREEMENT.

-- I POINTED OUT THAT WHEREAS THE ORIGINAL AGREEMENTS WERE DEVELOPED PRIMARILY BY OPERATIONAL PEOPLE DOMINATED BY THE AIR SAFETY ISSUE, TODAY THERE IS RATHER MORE COST CONSCIOUSNESS CHARGED AGAINST THE EXISTING RATHER THAN THE 1956 PATTERN OF OPERATIONS.

7. MR. CRONE-LEVIN THEN PUT FORWARD WHAT IS CURRENTLY TERMED A UNCLASSIFIED

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NEW INITIATIVE

-- THERE SHOULD BE A DEN/ICE 4 MEETING AT THE EARLIEST TO REVISE THE DANISH JOINT FINANCING AGREEMENT AS EARLIER MENTIONED

-- THE BALANCE OF RESPONSIBILITY FOR THOSE 9 MET STATIONS SHOULD REMAIN THE SAME FOR 1979; BUT,

-- AS FROM AND INCLUDING 1980 WHEREAS THE SAME 9 MET STATIONS WILL REMAIN "WITHIN THE AGREEMENT" AND SUBJECT TO THE WMO/ICAO OPERATING RULES, THE FINANCIAL COMMITMENTS OF THE CONTRACTING GOVERNMENTS WOULD BE LIMITED TO THE EQUIVALENT (AN IMPORTANT WORD) OF THE OPERATING COSTS OF THE RESIDUAL 3 MET STATIONS.

8. THE ABOVE PROPOSED COMPROMISE STEERS AROUND THE PROBLEMS OF ICAO AND WMO DUTIES AND RESPONSIBILITIES BUT IN EFFECT IMPLEMENTS THE AGREEMENT, IN ITS FINANCIAL COMMITMENTS BY THE CONTRACTING GOVERNMENTS TO THE FINANCIAL END RESULT OF THE ORIGINAL DEN/ICE 3 RECOMMENDATIONS BUT COMMENCING 1 JANUARY 1980.

9. I WAS ASKED MY OPINION OF THE CHANCES OF THIS COMPROMISE AS COMPARED WITH THE EARLIER COMPROMISE AND I SAID THAT SPEAKING FROM

A NEUTRAL CORNER WITHOUT ANY OWN STATE INVOLVEMENT, I THOUGHT IT HAD
A REASONABLE CHANCE. IN ANY EVENT IT CERTAINLY HAD A MUCH BETTER
CHANCE THAN WHAT HAD BEEN PUT FORWARD SO FAR.

10. MR. CRONE-LEVIN IS ALSO HOPEFUL THAT THOSE STATES WHICH HAD
BEEN REPORTED AS INTENDING TO WITHDRAW FROM THE AGREEMENT AS
FROM 31/12/78 WOULD NOT NOW DO SO. UNQUOTE.
HARPER

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